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Bullies. Let slaveholders multiply their cruelties, and by craft, bribery, or intimidation, they can enforce compliance with them, they need never themselves be unseated. *Trinity for the Past, Security for the Future*, is a main unknown in the vocabulary of the old Parties in the Free States. Their motto is, Let the Past alone, let the Future take care of itself, or in the language of the  *Tribune*, the article on which we are commenting—*"Sufficient unto the day is the duty thereof, as well as the anxiety and the evil."*

We have discharged our duty, and shall rest for a time. If Anti-Slavery men fancy that word-vandal is a match for the tactics of the Slave Power, that the walls of Jericho are to fall down under the blowing of man's hands, let them crack their cheeks like the men of 1851, and their victory will be theirs.

As to the "personal aspirations" and "party light" alluded to by the *Tribune*, it is unnecessary to say a word, as nobody, we presume, attributes to any such "aspirations," or any peculiar devotion to Party. Most cordially do we hope that the opponents of this Nebraska iniquity in all the States may unite at the ballot-box against it, but the Whigs or the Democrats refuse to give up their organizations. An act to reduce, and modify the rate of postage in the United States, and for other purposes, passed March 3, 1851, and the act amendatory thereto, passed August 30, 1852; which was read twice.

The bill was then read at length, as follows: *It enacted*, &c. That from and after the commencement of the year 1854, the rate of postage of this act, in favor of the rates of postage now established by law, shall be charged the following rates, to wit:

For every single letter in manuscript, or paper of any kind in which information shall be conveyed, or communicated in writing, or by mark or sign, conveyed in the mail for any distance exceeding three thousand miles, not exceeding three thousand miles, five cents; and for any distance exceeding three thousand miles, ten cents. For every letter or paper, when conveyed wholly or in part by sea, and to or from a foreign country, not exceeding three thousand miles, five cents; and for any distance exceeding three thousand miles, ten cents.

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with Great Britain? If such franking be necessary, if such competition be necessary to the public interests, let the Public Treasury pay the charges. There is no more reason for laying the burden on the Post Office Department than on the Patent Office.

Again: Look at the cost of transporting the mail in California, Oregon, Utah, and New Mexico—24¢ each mile, while in the free States of the Mississippi and Atlantic it is not six cents, and in the slave States not quite eight. The revenues, of course, are still less, comparatively. Suppose the Sandwich Islands should be annexed, and new provinces acquired from Mexico, it is evident that the expenses of the Post Office Department would be enormously increased, without any corresponding augmentation of the revenue. The deficit would be still greater than it is now, and we should of course have another war, and we should of course have another war, and we should of course have another war.

It is time to have done with such nonsense. The best disposition of this bill of Dr. Olds, when it shall come up, will be to let it under the table. There ought to be no trifling on this subject. The reading and writing People of the United States are vitally concerned in the maintenance of the system of cheap postage. They will mark every man who shall attempt to deprive them of the benefits of the system of cheap postage, and they will mark every man who shall attempt to deprive them of the benefits of the system of cheap postage, and they will mark every man who shall attempt to deprive them of the benefits of the system of cheap postage.

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dred millions of dollars; that nearly the whole material of it consists in the products of free labor; and that the South might come to exist without seriously disturbing it. Ohio is an interior State. The duties, of which Southern politicians make so much complaint, are not collected or distributed to any noticeable extent in its ports; but they know that, in 1851, the agricultural and manufactured article, produced wholly in that State, exported and sold abroad, amounted in value to not more than forty millions of dollars, nearly equal to the whole of the exports from all the Slave States, except Louisiana.

Cincinnati is nearly more than half a century old. Under the system of free trade among the States, secured by the Constitution, the manufacturing enterprise has been always exposed to competition with that of the Eastern States, with their superior experience, capital, and labor; but in 1850, the value of the manufactures produced in that city was nearly thirty millions of dollars; or, leaving out the duties of manufactures in which the product of slave labor is used, thirty-one millions. Does this look like being dependent upon the South and its Slavery?

We suppose it will be admitted that the People of the Free States are at least as industrious, energetic, enterprising, and intelligent as the People of the British North American Colonies—and that those States possess as many of the material elements of wealth and power as the Colonies. It has been generally admitted that all aspects of the superiority on the side of the States; we simply assume equality.

It so happens that these Colonies increase in population a little faster than even the United States; that they double their numbers in eighteen or twenty years; that their trade and material prosperity generally keep pace with their growth in population; that their exports reached \$2,287,040 in 1850, that their tonnage employed by sea went up from 124,247 in 1806, to 856,668 in 1851, and to 1,883,104 in 1851. And all this growth has taken place in a state of colonial dependence, having many drawbacks on enterprise, and subjecting them to disadvantages outweighing the benefits derived from their relations with Great Britain.

How marvellous it must seem in the eyes of our Southern brethren that they should thrive so well under the *American Union*, that they should grow rich and powerful, and increase their shipping and commerce, without any South for them to plunder, any Federal Government for them to tax upon! Buying little from the Slave States, and selling them little with no part or lot in their carrying trade, they yet go ahead, doubling their population every twenty years, building cities, cutting canals, running railroads, and rapidly developing all the resources in all directions.

Now, does it never occur to Mr. Brooks, and the declaimers of his school, that the free States, lying for the most part in the same great basin of the St. Lawrence and Lakes, in which these Colonies lie, with mines, and agricultural capabilities, and facilities for commerce, and all material resources, at least equal to those enjoyed by them, might be able to survive as well as they do, outside of the Union?

There is something almost childishly ridiculous in the notions of some Southern writers on political economy. They seem to think that no product has any value unless it be exported—that articles consumed at home, or which form the material of internal commerce, contribute nothing to the wealth of the country.

We export to foreign countries somewhat over two hundred millions of dollars annually; but, our total productions every year, agricultural, manufacturing, &c., are estimated at near three billions, or fifteen times our exports. Is there no wealth in the fourteen fifteenths we use at home? The value of the Indian Corn raised annually in the country is nearly three times greater than that of cotton, which Mr. Brooks thinks so important that the world would stand still on its axis, without it!

Suppose the Union dissolved, would the sixteen millions of People in the Free States come to have their wants, lose their capacity for labor? We suppose they would have to eat and drink, wear clothes, go about in shoes and hats, live in houses, and do pretty much as they do now. New England would continue to buy a million barrels of flour from Ohio, and Ohio would continue to take manufactures in return, or groceries imported from New England ships.

The bill to dissolve the Union, would not extinguish the coal beds of the West, dry up the Mississippi and the Great Lakes, prevent a surplus product of breadstuffs, or render railroads and ships unnecessary to carry it to its appropriate markets. Our Canadian neighbors, who have no dealings with the South, make out to live comfortably, and are growing great and powerful, but the poor, miserable, and wretched, who are to be made a slave of the South, would be thrown upon, and the vessels that would carry for the lowest freight, in the safest manner, and quickest time, would be preferred. Northern shipmasters would fear no competition. Place them on anything like an equal footing, and they will do more than hold their own. Look at their triumphs in the Havana trade, over the English and French; and in the inland trade with the North American Colonies of Great Britain. The South, as an independent nation, could not prevent the North from doing the larger portion of its carrying, except by severe discriminations, which its selfishness would forbid. But, if the carrying trade continued in the hands of the North, the course of commerce would be unchanged—New York would remain the commercial metropolis it is now.

Cincinnati is to the South a great amount of manufactures—boilers, engines, machinery, sugar-mills, bagging, shoes and harness, furniture, soap, lard oil, candles, liquors, meats, and breadstuffs; not because there is a Union, but because the South needs them, and, with the system of labor, finds it cheaper to buy than make them. The dissolution of the Union would not extinguish its wants, unless it should involve the abolition of its peculiar system of labor; but we are proceeding on the supposition (a wild one, certainly) that Slavery would continue. With Slavery, the South, without the Union, would need the products of the West and the North as much as it does now, and the self-interest of the Slaveholders would prevent them from imposing serious duties on importation—for the burden after all would fall upon themselves. Look at the trade

of the free States with Canada. Great Britain is in their rival—of course in commerce with the colonies is exempt from any burden, while ours is subjected to a considerable duty, and yet, despite this discrimination, our commerce with them is two-thirds as large as that of the South, and we send to them twice the quantity we receive from them.

Natural causes, connected with the coast and fisheries of the North, the climate and soil of New England, the great lakes and rivers of the West and Northwest, and the system of free labor, have made the free States, agricultural, manufacturing, and commercial, and they will continue to be so, as long as it maintains the system of slave labor, it will be pre-eminently a planting and an exporting country, in the Union or out of it—so that in either situation, it will continue to furnish material for the looms, employment for the shipping, and a market for the products of the diversified industry of the free States.

A dissolution of the political Union might modify, but not essentially change, the commercial relations of the two sections—unless that dissolution should involve a civil war, which would probably end in the overthrow of the social system of one section, and important changes in the political institutions of both.

This being Good Friday, and the day dark and unpropitious, the House was thinly attended; and several motions were accordingly made, and votes taken, evidently for the purpose of closing delay, until the assembling of the House on Monday next.

On motion of Mr. Hunt, it was ordered, that when the House adjourns, it shall stand adjourned until Monday next.

The bill above mentioned was then ordered to be engrossed—yeas 72, nays 68.

Mr. Cobb moved a reconsideration of this vote, and the bill was laid upon the table; which latter motion prevailed.

Mr. Cobb moved the previous question on the passage of the bill.

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